#### AGENTS:

CLARK & SEAMAN. PIER 9, N. R., NEW-YORK.

### ALFRED MOULTON. 41 CARONDELET STREET, NEW ORLEANS.

J. N. MAGNA, 219 WASHINGTON STREET, BOSTON

## THROUGH DOMESTIC BILL OF LADING.

# The Cromwell Hew-Hork and Hew Orleans Steamship Line AND CONNECTING RAILROADS AND STEAMBOATS.

Shipped. By

in good order and well-conditioned by Old Colony & Newport Railway and Fall River Steamer Line for NEW-YORK, to be there transhipped on board the STEAMSHIP called the UULA whereof is Master, or other

Steamship of the Cromwell Line, at the Port of New-York, and bound for New-Orleans (with liberty to call at any Port or Ports, for whatever purpose, sail with or without Pilots, and to tow and assist vessels in all situations). To say ;

## CASES BOOTS AND SHOES

being marked and numbered as per margin, to be conveyed upon the said Railroad and Steamer Line and connecting Steamship to New Orleans, via New York, in like good order and condition (the act of God, the country's enemies, fire before loading, at sea, in port, or on shore, injuries to or from machinery, boilers or steam, restraint of Good. ernments, pirates, robbers, thieves, collisions at sea or in port, and all and every danger of the seas, rivers and steam navigation of whatever nature or kind socver excepted : and neither the ship nor the owners thereof being liable for loss from any of the causes above excepted, from Boston to ultimate destination), and to be delivered within reach of the

Steamship's tackles unto

or to his or their assigns, upon the payment by him or them of freight as per margin, in Funds Current at the New Orleans Clearing House, at the bate of

with five per cent. primage and average accustomed. Weights, contents and value unknown.

It is expressly stipulated that the articles named in this Bill of Lading shall he at the risk of the owner, shipper or consignee thereof, as soon as delivered from the facklos of the steamer in the aforesaid Fort, and they shall be received by the consignees thereof, package by package, as so delivered. Goods to be taken from wharf immediately after arrival of steamer, otherwise they may be stored, at the owner's expense and at his risk of fire, loss, or injury, in the warehouse designated by the Steamel's option remain on the pier at owner's risk of fire, loss, or injury, in the warehouse designated by the Steamel's option remain on the pier at owner's risk of fire, loss, or injury, in the warehouse designated by the Steamel's option remain on the pier at owner's risk of fire, loss, or and it is further expressly stipulated, that in case the steamship shall be detained at quarantine, and be there obliged to discharge the articles named in this Bill of Lading, that all risk and liability to the owners thereof shall case, and the obligations of the steamship under this Bill of Lading be detained to be afore been fully accomplished when the articles shall have been delivered from the tackes of the Steamship, and all risk and expense incurred thereafter shall be on account of the aforesand owner, shipper, or consignee.

And the storage of the storage from the storage interference shall be on account of the non-solid owner, simpler, or consigned. And it is further expressly stipulated, that the Steamship and owners thereof shall not be liable for loss or damage from rats, leakage, risk, heat, broakage or natural decay of goods, or damage to the packages from/sold causes, for unavoidable expositor to weather; and that the Steamship and the owners thereof shall not be responsible for gold, silver, procious stones, or metals, jowelry, nor treasure of any kind, unless Bills of Lading, in which the value of the articles is stated, are signed therefor. No Bill of Lading signed for loss than \$250.

In Wilness Whercof, I, Agent of said Steamship and connecting Lines, have signed

Bills of Lading, all of this tenor and date,

one whereof being accomplished, the others to stand void.

Boston.

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Freight, Primage.

Charges.